

De Gull Wing

Two Dollars

"FOR MEMBERS ONLY"

Jan/April 1986
Volume 4 Number 4 & 5

OFFICIAL PUBLICATION FOR OVER 3000 MEMBERS OF THE DELOREAN MOTOR CLUB OF AMERICA, INC.

MEXICO CRUISE

The following article, highlighting our Mexican cruise aboard the U.S.S. Stardancer, was submitted by our own Ginger Iskierka, Director of Sales and Information.

Friday, February 28, 1986, the day is finally here! The excitement has been mounting for days. Our first DMCA Mexico cruise is now a reality and I look forward to meeting the people whom I have spoken to so often on the phone.

We all gathered in the ship's disco for the "Welcome Aboard" party, which was given by Reynolds Cruises and Tours. We owe a special thanks to Nancy Reynolds and Linda Keske of the travel agency. They made this a very memorable trip for all of us.

After introductions had been made, Patti Nolan, DMCA President and Tina Hanson, Special Projects Manager, distributed beautiful flower arrangements to those guests who were celebrating special occasions.

Time came for all visitors to go ashore and for us to get ready for our first dinner on board. It wasn't hard getting ready for dinner, the hard part was finding our way around this lavish ship to the dining room. The dinner was excellent, as were all of the meals.

Saturday we started off with a bang, with a compulsory boat drill! We all jumped into our life jackets and scurried around looking for our assigned life boats. After surviving the drill, we set out for the more meaningful activities of ship life, namely water volleyball, bingo, the casino, golfing off the side of the ship and much, much more. Our evening began with the Captain's cocktail party. Add to this dinner, dancing, a Broadway show and a dosage of disco and this made for quite a full first day.

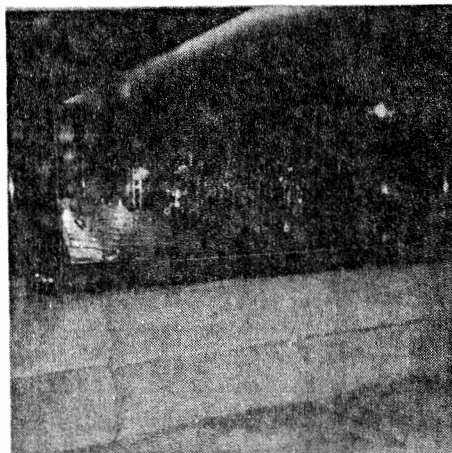
By Sunday, we could find our way around the ship blindfolded. Some early birds were up at 6 am working out in the health club or running a few miles around deck. Those who were a little slow at rising met us later by the pool for the "Knobby Knees Contest" for men.

DMCA had its own participant in this contest, Mr. Walter Cohen. He didn't win, but he gave it a good shot. Nice going Walter!

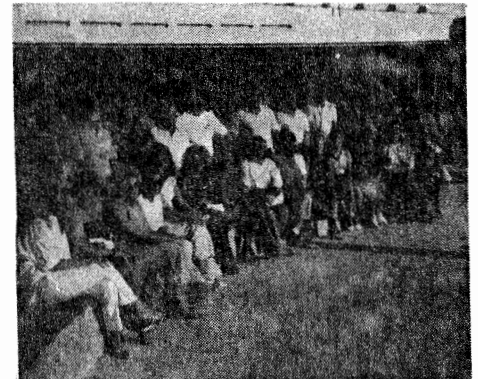
DMCA members got a chance today to get together and discuss technical problems and design of the DeLorean. It was great to get so many people together to exchange so many ideas. DMCA accessories were also available for the members to see first hand.

Monday, we made our first stop on our Mexico trip, Puerto Vallarta. Sightseeing tours, sunning, swimming and for the adventurous, parasailing were all available. Some people just relaxed at the Sheraton Hotel and watched the vendors selling their wares on the beach. At day's end we found ourselves back aboard ship and dancing under the stars.

Mazatlan was on Tuesday's agenda. The beach was gorgeous, so clean and clear, maybe that is why the fishing is so good here! DMCA member, Morris Burner, and friends did some sportfishing, while others headed for the Golden Zone for shopping and sightseeing. The exchange rate for the dollar was 460 pesos, so you really could get some good bargains on



This stainless steel/chrome plated brass replica of the S.S. Cecelia was displayed on the ship by DMCA Member James Duffy. It was built for the 1939 San Francisco Fair. It is equipped with lights, rotating propellers and radar.



leather goods, brass and jewelry. Señor Frogs restaurant was the stop for lunch and drinks, one CRAZY place!

Tonight we witnessed the Mardi Gras Costume Parade which was put on by the passengers. Walter and Louise Cohen appeared as clowns and proudly announced that they were with the DeLorean Motor Club! Richard Krick came as a sailor and his wife was Wonder Woman. A great time was had by all!

Wednesday brought us to Cabo San Lucas. Shuttle boats took us to the Baja Hotel, located on a promontory point. The view of the Gulf of California is absolutely breathtaking! For those who wanted to stay aboard ship, the weather was 87 degrees and there were plenty of pool games to watch or get involved in.

Thursday was our last full day at sea and I got a chance to find out how our DMCA members felt about the trip. Everyone enjoyed it immensely and were ready to book again for next year!

We decided that February is a good month to vacation with friends. How about the rest of you? Keep it in mind, and if you have any questions or suggestions, please let us know.

See you next year!

Ginger

DeLorean MOTOR CLUB OF AMERICA, INC.

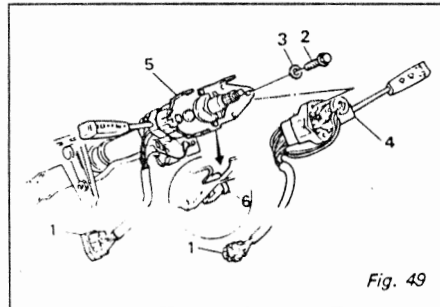
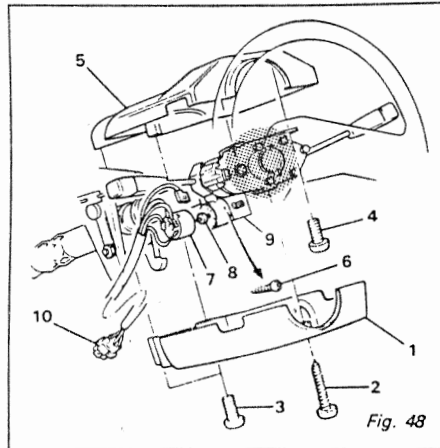
TECHNICAL TIPS

TURN SIGNAL / HEADLAMP FLASHER / HORN SWITCH ASSEMBLY REPLACEMENT:

When replacing the turn signal / headlamp flasher / horn switch assembly, the following steps should be taken:

- 1) Remove Column Trim Canopy.
 - a) Lower steering column to its lowest adjustable position.
 - b) Working under the column, remove the three screws securing the lower trim canopy to the upper canopy.
 - c) Separate the upper and lower trim canopy and remove from car.
- 2) Remove Steering Wheel.
 - a) Pull out steering wheel center trim pad. Pad is retained by four mounting pins moulded on the backside of pad.
 - b) Remove center steering wheel mounting nut and washer retaining the wheel.
 - c) Using a steering wheel puller tool or by applying firm pressure, withdraw wheel from spline of column.
- 3) Removing the Signal / Flasher / Horn Assembly.
 - a) Disconnect the relevant block connectors (1) in the wiring loom under the dash.
 - b) Release cable ties as necessary.
 - c) Remove screws (2), screw (2) and washer (3) holding the windshield wiper switch (4) to mounting bracket of signal / headlamp flasher / horn switch unit (5).
 - d) Remove signal / headlamp flasher / horn switch (5) by loosening the pinch screw (6) and withdrawing the assembly from the column.
- 4) To refit assembly, canopy and steering wheel reverse the removal procedures.

IMPORTANT: When reinstalling the steering wheel, position the front wheels



in the straight ahead position.

Position steering wheel in a center position onto the steering column, making sure that the steering wheel tabs, on the hub of the steering wheel mounting face, engage the turn signal switch rotor. (These tabs in the shaded area of Fig. 48 should be straight up and down, as shown.)

Install steering wheel retaining nut and torque to 15 to 18 lbs. Reinstall steering wheel trim cover.

Replacement Signal / Flasher / Horn Switch - #100952 (\$81.00)
(Includes wiper switch and wiring harness.)

COLD START VALVE: If you are experiencing a hard starting problem when the car is cold, one cause may be the cold start valve.

The following are steps which should be taken when checking the operation of the cold start valve.

- 1) Be sure that the car is cold (at least 2 hours or overnight).
- 2) Remove the cold start valve injector. Do not remove the fuel or electrical sources.
- 3) Place the end of the injector into a container to catch the gas.
- 4) Start the engine.
- 5) Gas should be spraying out in about a 3 to 3 1/2 inch pattern. If it does, then the valve is working fine.
- 6) If the gas is just dripping out, then the lower chambers are not receiving enough gas. This indicates that the injector is probably plugged and should be replaced.
- 7) If there is no gas at all, then you need to check the electrical connection on the top of the coldstart valve for proper connection. If there is build up around the terminals, these should be cleaned.

DUCELLIER ALTERNATORS: If your DeLorean is one of those originally equipped with a Ducellier alternator, this tip is for you. If you are ever in need of a new voltage regulator, the Motorola regulator will not interchange with it. Only a Ducellier regulator may be used and this must be specified when ordering.

DATA

De Gull Wing is published by DeLorean Motor Club of America, Inc., P.O. Box 2556, Huntington Beach, CA 92647. Subscription is part of DMCA membership dues and is mailed only to paid members. Member communications regarding address changes or chapter information should be addressed to the Executive Secretary at the above DMCA address.

Manuscripts, photographs and art will not be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage. Photographs should be 8-inch by 10-inch glossy black and white. Manuscripts must be typewritten to be considered, and should be doubled spaced on one side only. Articles of a technical nature are especially popular but ALL articles will be given equal importance.

DeLorean MOTOR CLUB OF AMERICA, INC.

PERSONALIZED STATEMENTS

Are you one of those people who must always be making some sort of statement? Here at DMCA we have found that many DeLorean owners are that way. The target for their statements are their license plates.

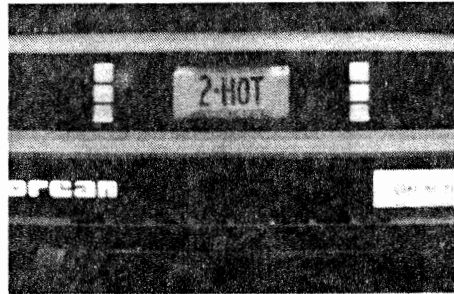
As you can see by the accompanying pictures, people can be quite creative. We thought it might be fun to share some of these

clever sayings with you.

If you would like to share your personalized license plate with other DeLorean owners, please drop us a line at DMCA, P.O. Box 2556, Huntington Beach, Ca. 92647. If you are sending a photograph, be sure it is in black and white so we can use it in our newsletter. Let's see who can come up with the best one!



Bob Mollenhauer - "NO COKE"



Joe Fedeli - "2 - HOT"

SAFETY QUIZ

While many cars of the past bear little resemblance to the cars we drive today, you may be surprised at how long ago many auto safety innovations were introduced, according to the Automotive Information Council.

Check your knowledge with this short auto history quiz:

1. What was the first year rear-view mirrors were available on American cars?

- a) 1916 b) 1935 c) 1957

2. When were back-up lights first introduced on an American production automobile?

- a) 1921 b) 1926 c) 1940

3. In what year were power brakes first available on a car built in the United States?

- a) 1930 b) 1944 c) 1962

4. When were the first energy-absorbing steering columns introduced on most makes of domestic automobiles?

- a) 1962 b) 1973 c) 1967

5. What year were auto safety belts

first available on an American-made automobile?

- a) 1950 b) 1961 c) 1966

6. In what year were auto restraint shoulder belts first introduced by an American automaker?

- a) 1973 b) 1957 c) 1968

The above article was excerpted from the Auto Care advertising supplement to the Orange County Register, May 20, 1986.

(see answers on page 5)

RESTOCK CHARGE

As we have stated before, when a car part which has been ordered and returned to DMCA, due to a change in order or for a refund, a 15% restocking charge will be applied.

There will be no exchange or return for electrical parts, due to the sensitive nature of these items.

CALLING ALL MEMBERS

Do you have a reputable DeLorean service mechanic in your area? We are asking our club members for the names, addresses and phone numbers of service companies that they have used and highly recommend.

We have a good deal of DeLorean owners who call us complaining about their mechanics and service costs, or they are in a new location and they would like a referral from us.

With so many of the original DeLorean dealers and service shops discontinuing service, our references have become very limited.

That is why we are asking for your help. First, ask your mechanic if he would like to be on our list or possibly being published in our newsletter. If so, please send the information to us at:

DMCA
P.O. Box 2556
Huntington Beach, CA 92647

Thanks in advance for your help.

DISCLAIMER

While it is a primary service of the DeLorean Motor Club of America, Inc. to disseminate technical information, any maintenance technique or possible modification published in *De Gull Wing* should be weighed against conventional, traditional, and generally-accepted techniques and modifications. *De Gull Wing* should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article or person quoted. Although research has proceeded each article, the mention of a product, service or procedure herein does not constitute endorsement of it by the Club, its officers, employees, or *De Gull Wing*. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them and when such possible modifications are presented in *De Gull Wing*, it is also incumbent upon the owner of a DeLorean to consider the effect of any changes in his vehicle upon any warranty in force before undertaking any technique or modification. Failure to do so could result in denial of warranty coverage by DeLorean Motor Company. This publication and this organization **WILL NOT ASSUME LIABILITY** on any such consequences.

LETTERS TO DE EDITOR

"I have two DeLoreans with the Vin numbers 2478 and 6381. As I understand, the number of cars produced is under 10,000, but I have seen Vin numbers much higher. How many were actually produced and how do the numbers run?"

Jim Davie

Dear Jim,

There were approximately 8800 DeLoreans built. The Vin numbers started at 500 and they end at 21,000. There were over 2200 changes made on the car with a gap in Vin numbers at each change. The breakdown is as follows: 500 - 7199, 1981 cars; 10,000 - 11,000, 1982 cars and 12,000 - 21,000, 1982/83 cars.

de Editor

"My car sat for four months while I was in Europe. I did not disconnect the battery while I was away and now the car won't start, even when I use jumper cables. I have tried everything I can think of, perhaps you might know of some reason why the car will not start."

Ross Williams

Dear Ross,

We suggest that you start with the following suggestions: 1) Check the battery and cables. Will the horn honk or the lights go on a little? If so, the battery should charge up enough to start the car. 2) Is it getting enough gas? 3) Is power getting to the distributor coil? Pull the cap off of one of the spark plugs and turn the engine over and see if it is arcing.

After checking the above areas, if you are still having problems, let us know and we will carry it further.

de Editor

"I would like information regarding the following two factors: (1) In cold weather my doors will not stay up. They tend to fall and make it difficult to enter the car. In warm weather they stay up satisfactorily. Is there any way to make an adjustment on these hydraulic lifts? (2) I have a screeching sound in the engine

when I first start the car and shift into second gear. It lasts for only a few seconds. There is also a recurrent clicking noise in the engine compartment associated with the cooling fan, which turns on and off and flashes the sign on the dash, indicating cooling fan failure. This is only during the first few minutes that the car is running.

If you can supply me with any advise on these, I would appreciate it."

F. Albert Olash, M.D.

Dear Albert,

The gas struts on the doors are not adjustable. We feel that it is probably the torsion bar for the doors which needs adjustment. However, during the warmer weather this may need to be readjusted back to its original position, since you mention that it works fine under warmer conditions.

The screeching sound that you hear may be the A/C idle pulleys and belts. They may have come loose.

The clicking noise that you hear may indicate that the A/C needs to be checked for a low charge. This could be causing the fans to cycle too frequently.

de Editor

"Recently I encountered another situation in which my DeLorean would not start. I believe the problem was two-fold.

Initially the car would start fine when cold, but once the engine was hot and had been turned off for approximately 10 minutes, the car refused to start until it had cooled off somewhat (but not necessarily to the point of being cold). At your recommendation, I ordered a new fuel pump, believing the problem to be the check valve located inside it. Unfortunately, before I was able to install it, the car refused to start hot or cold and installation of the new pump did not help.

Again at your recommendation, I began to look for an electrical problem. The cause of the problem was corrosion at the contacts of the compensating resistor located at the left front firewall.

This corrosion DID NOT VISIBLY appear serious. Their 'appearing to be connected but not' was only detectable with a meter. A thorough cleaning of these contacts (as well as those of the relay located right next to them) with WD-40 solved the problem.

The corrosion was keeping voltage from getting to the coil and consequently, keeping the spark from coming out of the coil, as well as keeping voltage from getting to the coil post on the RPM relay, thus keeping the fuel pump turned off.

Whatever it takes to clean these terminals and safely prevent them from future corrosion, DO IT! Please pass this on.

Thanks for your help."

Steven Hering

Dear Steven:

Most of the contacts in the DeLorean consist of a copper base. They have a tendency to adhere to moisture. Thus forming a reaction which inhibits their proper functioning. It is a good idea to spray all of the electrical components with WD-40 or with a silicon base spray, especially if you live in a high moisture area.

Thank you so much for sharing your discovery with other DMCA members.

de Editor

ANSWERS TO QUIZ

(from page 3)

1. (a) Rear-view mirrors were available on several makes sold here in 1916.

2. (a) During the 1921 model year a back-up lamp, turned on automatically when the car was reversed, was available on the Willis-St. Claire.

3. (a) Vacuum-assisted power brakes were made available by Cadillac in 1930.

4. (c) Energy-absorbing steering columns were first offered on most American-made cars in 1967.

5. (a) Nash-Kelvinator installed the first seat belts on the Rambler in 1950.

6. (b) Shoulder belts were first available from Chevrolet as early as 1957.

LETTERS TO DE EDITOR

"Thanks to you and the club for being there when I needed help desperately. The brake pads and rotors which you sent were superb.

Now it's question time -- there are (or should be) small yellow caps that cover the wheel bearing area on each wheel. As far as I know, the right front cap is missing and my mechanic tells me that they are vital to the life of the wheel bearing. Do you a) know what I am talking about and b) have these available?

Now to the immediate trouble. I suffer a great deal of discomfort, due to the fact that my driver's side window cannot be allowed to roll down, because if it did, it would not go back up. This difficulty was traced to a dislodged window track. Due to the lack of working space on the door's interior side, I cannot repair the damage and am doomed to suffer a fate worse than death, in that I must use the A/C at all times, because the ventilation provided by the passenger window is almost nil without the crossflow afforded by the opposite window. HELP! What can be done about this?

I replaced the front NCTs with Pirelli P6 tires after about 8K miles and the P6s handle quite well. I haven't done the same with the rear NCTs, but will do so soon, since the rears are outliving their front counterparts.

And one technical tip before I go: I had trouble with not having one of my taillight holders operate at all times. To remedy this, I coated the circuit board with a substance sold under the brand name TEX-WIPE, a material made for computers to repel materials that could interfere with electrical current flow on circuit boards. No more taillight hassle."

Michael Flores

Dear Michael,

Thank you for your letter and tips. The small yellow caps that cover the wheel bearing area on each wheel (Sec 5/1/0 #8 in parts manual) are #100025. They are spacing shields and are \$7.00 each.

The problem that you are experiencing with your window is a little tricky to diagnose. However, I do have a

few suggestions as to possible causes of this problem.

I suggest that you take the cover to the door panel off and check the following points when operating the window. These areas have been highlighted in the accompanying picture.

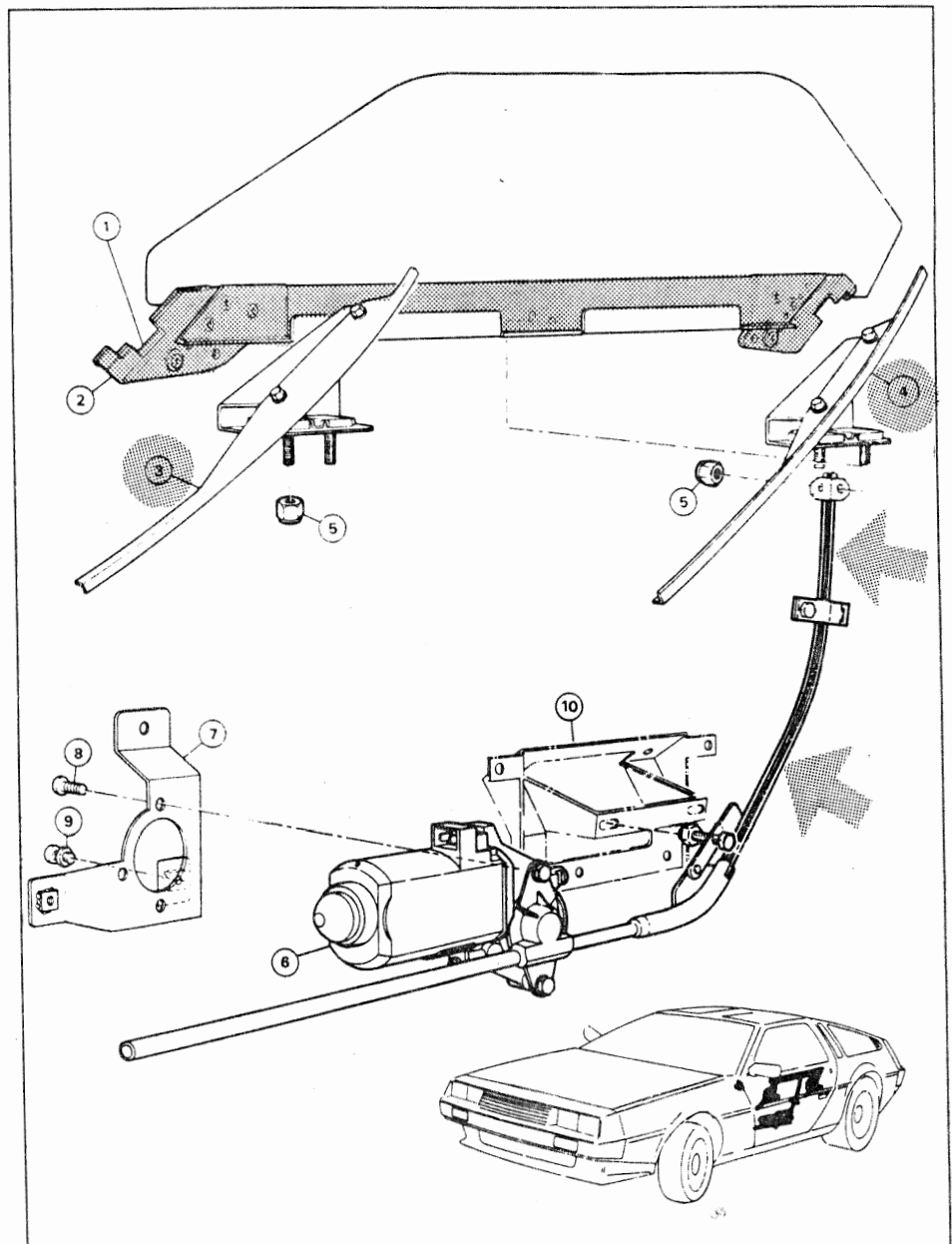
a) The metal strip along the bottom of the window, known as a carrier, may have come unglued from the glass and is catching once the window is put down. You may try to reglue it.

b) The guides, #3 and #4, may need to be adjusted. They may be holding the window down.

c) The worm gear on the window motor, #6, may be coming out of its track. If this needs to be replaced, the whole window motor must be replaced and these are sold in sets of 2.

de Editor

(Continued on page 5)



ADVERTISEMENTS

De Gull Wing will publish two short (40 words or less) free classified advertisements for members in a calendar year. Additional ads and those ads placed by non-members must be accompanied by \$50 each. Ads in excess of 40 words will be subject to editing. Include membership number and complete name and address with your ad. Mail to: ADS-DMCA, P.O. Box 2556, Huntington Beach, CA 92647.

For display advertising rates call Tuesday or Thursday only, 10:00a.m. to 3:00 p.m. at (714) 847-9940. Collect calls will not be accepted.

FOR SALE: 1981 DeLorean 5-speed, black leather, (2501 production car). In excellent condition. Under 3,000 miles. \$20,800. (412) 781-0940.

FOR SALE: 1971 XKE - V-12 Sedan. 36,000 original miles, stored 10 years, like new. Sable exterior with camel interior. All original body and parts. A real beaut! \$20,000 includes manual. Call Dolly (312) 232-7779, Geneva, IL.

FOR SALE: 1981 DeLorean, #2120, stick, 21,000 miles. Excellent condition. All updates made during warranty. Floor mats, black sheepskin covers, shop manual and parts lists. \$20,000 (619) 445-3891.

FOR SALE: 1982 DeLorean, 5-speed, mint condition, 3700 miles, with 5 year 50,000 mile warranty. \$18,000 (216) 933-3159 or 933-2689.

DELOREAN ENTHUSIASTS: I am a Financial Consultant with a very large brokerage firm. I would like to do business with other DMCA members. (IRA's, Keogh's, Stocks, Bonds, Commodities, etc.) Office (512) 480-8833; Home (512) 835-1141. Mark Hogue.

FOR SALE: 1981 DeLorean, #3576, 33,000 miles, excellent condition, all bugs cleared up, 5-speed, black leather, new tires, all manuals, \$15,000. (704) 875-2517 Anytime (NC).

FOR SALE: 1981 DeLorean, #3380, 14,000 miles. Excellent condition. All bugs out. 5-speed, gray interior, car

cover, DMC floor mats, manuals, car care kit, all issues *De Gull Wing* and other extras. \$21,000. Houston (713) 488-6192

FOR SALE: 1981 DeLorean, 5-speed with black leather. Brand new, with 400 actual miles. Vin #957 (457th car built). Car has been in garage storage since purchase. All updates performed during warranty period. \$23,000. (602) 942-7216 Evenings. (AZ)

FOR SALE: 1981 DeLorean, #5264, 16,500 miles, grey interior, car cover, 5-speed, show-car! Garaged and covered. Call for videotape and details. \$19,500. (510) 368-5330 leave message if no answer. (LA)

WANTED: Early model DeLorean windshield with Radio Antenna. Call Marty Poslick (817) 238-4891. (TX)

DELOREAN MOTOR CLUB OF AMERICA, INC.

Club Business Can Be Discussed By Dialing

(714) 847-9940

Tuesdays or Thursdays

10:00 A.M. to 3:00 P.M. - CALIFORNIA TIME

(Collect calls will not be accepted)

Messages and orders may be placed on our

24 HOUR RECORD A CALL

DMCA

P.O. Box 2556

Huntington Beach, CA 92647

DeLorean Motor Club of America, Inc.
Post Office Box 2556
Huntington Beach, California 92647
(714) 847-9940
Volume 4 Number 4 & 5

First Class
Mail
Dated Material